

OCTOBER 2019



**WIM #33**  
**US 212, MP 78.5**  
**OLIVIA, MN**

**MONTHLY**  
**REPORT**



*Your Destination...Our Priority*



## WIM Site Location

WIM #33 is located on US 212 near Olivia in Renville county.

## System Operation

WIM #33 was operational for the entire month of October 2019. Volume was computed using all monthly data.

## System Calibration

WIM #33 was most recently calibrated on 2015-06-17. Table 1 summarizes the front axle weights of class 9s by lane <sup>1</sup>. Figure 1 shows the distribution of gross vehicle weights (GVW) in Class 9 vehicles at this site for the last 12 months of operation <sup>2</sup>. Figure 2 depicts the average front axle weight as a percent difference from the first full month following calibration.

## Summary of Volume Statistics

Total Monthly Volume: 164055 | Passenger Vehicles: 135502 | Heavy Commercial Vehicles: 28553

Monthly Average Daily Traffic (MADT): 5262 | Monthly Heavy Commercial Average Daily Traffic (MHCADT): 921

See Table 2 for vehicle class breakdown

## Passenger Vehicles (PVs) and Heavy Commercial Vehicles (HCVs)

**Volume trends.** EB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Saturdays. WB vehicles typically reached highest volume levels on Fridays, with lowest volumes reported on Saturdays (see Figure 3 and 4).

### Passenger Vehicles (PVs)

**Volume trends.** On an average 24-hour day (see Figure 5), EB PVs generally reached peak volume levels between 03 PM and 05 PM. Similarly, WB PVs peaked in volume between 03 PM and 05 PM

### Heavy Commercial Vehicles (HCVs)

**Volume trends.** On an average 24-hour day, HCVs traveling EB typically reached peak volume levels between 03 PM and 05 PM, while volume going WB peaked between 03 PM and 05 PM. See Figure 6. Out of all HCVs, the two highest traffic volumes were generated by Class 9's and Class 5's.

### Overweight HCVs

**Volume trends.** Of a total of 28553 HCVs, 5350 of them were overweight <sup>3</sup>. These overweight HCVs contributed to 2.3% of total monthly volume, and 13.2% of total monthly

HCV volume. EB overweight vehicles typically reached highest numbers on Mondays, with lowest volumes reported on Saturdays. WB overweight vehicles tended to reach highest volumes on Tuesdays, with lowest volumes reported on Saturdays. See Figure 3 .

The top two overweight violators by class were the class 13 and class 9 vehicles . Overall, overweight vehicles tended to reach peak volume concentrations during typical business hours, with 74% of all overweight vehicles traveling WB this month (see Figure 7 & 8). Figure 9 shows the number of vehicles exceeding 88,000 pounds that crossed the WIM over the last 12 months. The highest number of 88,000+ vehicles within the last 12 months occurred in January.

WIMs are currently used as a screening tool for weight enforcement, and it is estimated that the WIM scales can measure gross vehicle weights (GVW) within 90-95% of static weight scale measurements. Due to the possibility of measurement error, vehicles exceeding 10% of their legal weight limits (or 1.1 times their legal weight limits) are considered overweight in this report <sup>4</sup>.

Using normal load limits ,224 EB vehicles exceeded 88,000 pounds (175 vehicles were Class 13's; 40 vehicles were Class 10's). Of vehicles traveling WB,

804 EB vehicles exceeded 88,000 pounds (753 vehicles were Class 13's; 43 vehicles were Class 10's). Refer to Table 3 for the Top 10 highest recorded GVWs from Classes 9 and 10 from October 2019.

**Loaded vs. Unloaded HCVs.** Figure 10 shows the GVW distributions of Class 9s and 10s in October 2019. Data suggests that there were greater numbers of fully\_loaded Class 9's than empty Class 9's traveling EB, while there were more fully\_loaded Class 9's than empty traveling WB. Data also suggests that there were more empty Class 10's than fully\_loaded traveling in the EB direction. In the WB direction, there were more fully\_loaded class 10 vehicles.

**Freight Totals.** A total of 380597 tons of freight was recorded to have crossed the WIM. More freight was shipped WB (62.8%) than EB (37.2%). See Table 4 and Figure 11 for more freight information.

####**Infrastructure Considerations Bridge.** Bridge No. 6299 (a box culvert) is approximately 13.4 miles east of WIM #33, and Bridge No. 96640 (a box culvert) is 2.5 miles west of WIM #33. WIM #33 recorded a total of 164055 vehicles with a combined GVW of 2751552 kips (1 kip = 1,000 pounds = 0.5 tons) in October 2019. See Table 5 and Figures 12-13 for GVW information by vehicle class and lane.

**Pavement Design.** A total of 26139 equivalent single axle loads (ESALs) passed over the pavement at this site. Approximately 53.6% of all ESALs were recorded WB while 46.4% was observed EB. In particular, 65% of all ESALs were generated by the Class 9's (Class 9's were also responsible for generating 40% of total GVW observed this month). See Table 6 and Figures 14-15 for more information on ESALs (Table 6 also provides flexible ESAL factors for each vehicle class using a terminal serviceability of 2.5 and a structural number of 5).

#####WIM monthly reports can be found at:

<http://www.dot.state.mn.us/traffic/data/reports-monthly-wim.html> MnDOT's vehicle

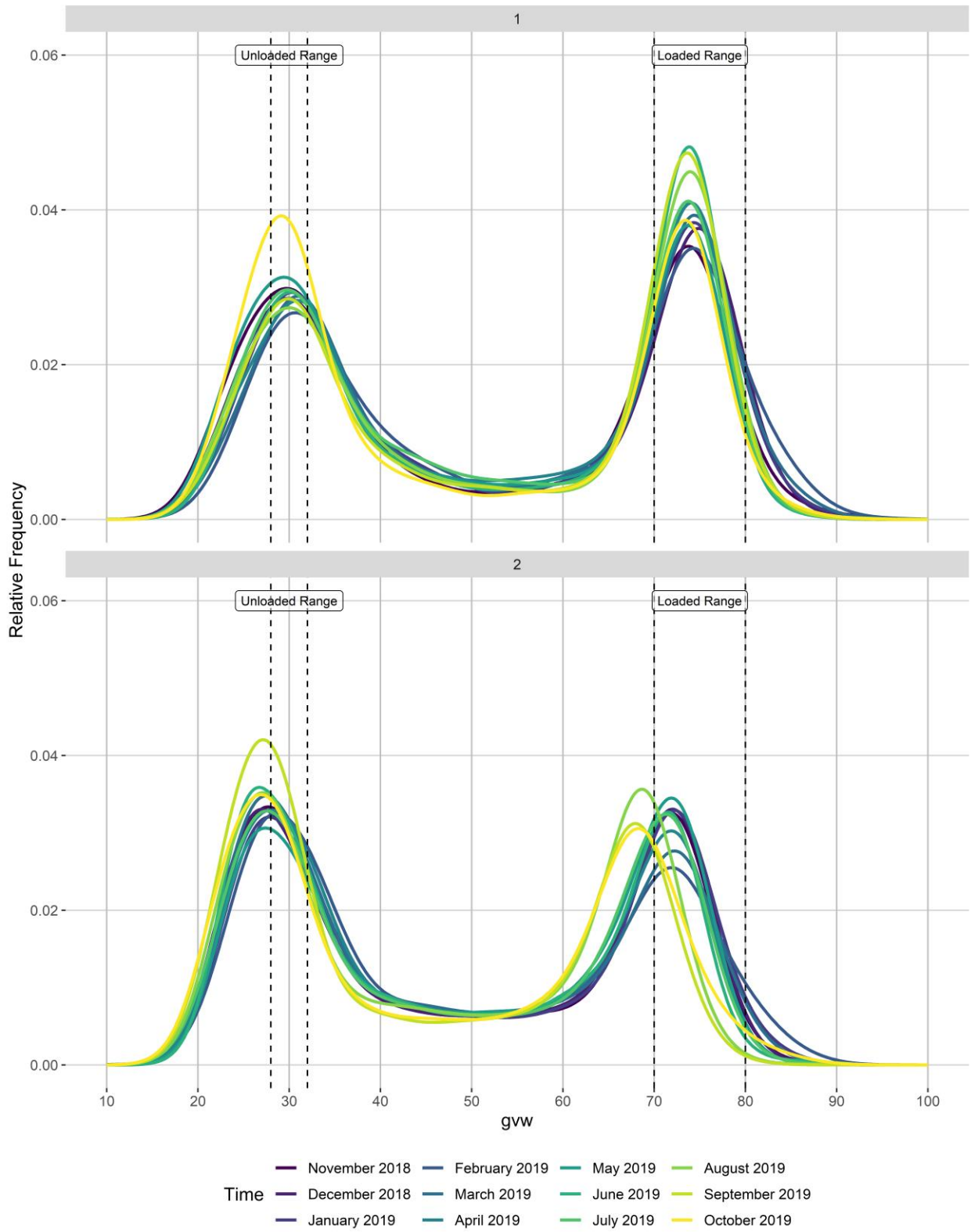
classification scheme and vehicle class groupings for traffic forecasting can be found at:  
<http://www.dot.state.mn.us/traffic/data/data-products.html#weight>

- <sup>1</sup> Front axle weights of Class 9s are monitored on a monthly basis to assure performance between calibrations. The current goal of the WIM scale calibration is to have each individual axle weight stay within a range of ±9% of baseline calibration values
- <sup>2</sup> Previous WIM research indicates that unloaded Class 9s typically weigh 28-32 kips, while loaded Class 9s generally fall in the 70-80 kip range. More recent data from several WIM sites suggests that the unloaded Class 9 range may have moved a little higher over time (due to increased presence of sleeper cabs, etc.), although these ranges are also thought to be site-specific.
- <sup>3</sup> An HCV is considered overweight during normal load limits in this report if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 80,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 20,000 pounds; tandem axles spaced 8' or less = 34,000 pounds; tridem axles spaced 9' or less = 43,000 pounds; quad axles spaced 13' or less = 51,000 pounds). Monthly reports use this standard regardless of the time of year however, the Winter Load Increase (WLI) allows a 10% across the board increase in axle and gross vehicle weights without a permit on US, state routes, and county roads. An HCV is considered overweight during Winter Load Increase(WLI) if they satisfy any of the following 1) exceed a gross vehicle weight (GVW) of 88,000 pounds, 2) exceed any of the legal weight maximums on any axle configurations (legal maximums are: single axle = 22,000 pounds; tandem axles spaced 8' or less = 37,400 pounds; tridem axles spaced 9' or less = 47,300 pounds; quad axles spaced 13' or less = 56,100 pounds). An overweight HCV is only included once in the overweight volume calculations regardless of how many of the aforementioned conditions are violated. For information on MN weight limit dates and statutes:  
[http://www.mrr.dot.state.mn.us/research/seasonal\\_load\\_limits/sllindex.asp](http://www.mrr.dot.state.mn.us/research/seasonal_load_limits/sllindex.asp)
- <sup>4</sup> For example, Class 9s and 10s can legally have gross vehicle weights up to 80,000 lbs (with the exception of permitted loads) during normal load limits. To account for measurement error on the WIM scales, those exceeding 10% of the legal GVW maximum (or 1.1 times the legal GVW) should be screened (e.g., 80,000 lbs + 8,000 lbs = 88,000 lbs). Similarly during WLI vehicles weighing 96,800 lbs should be screened.

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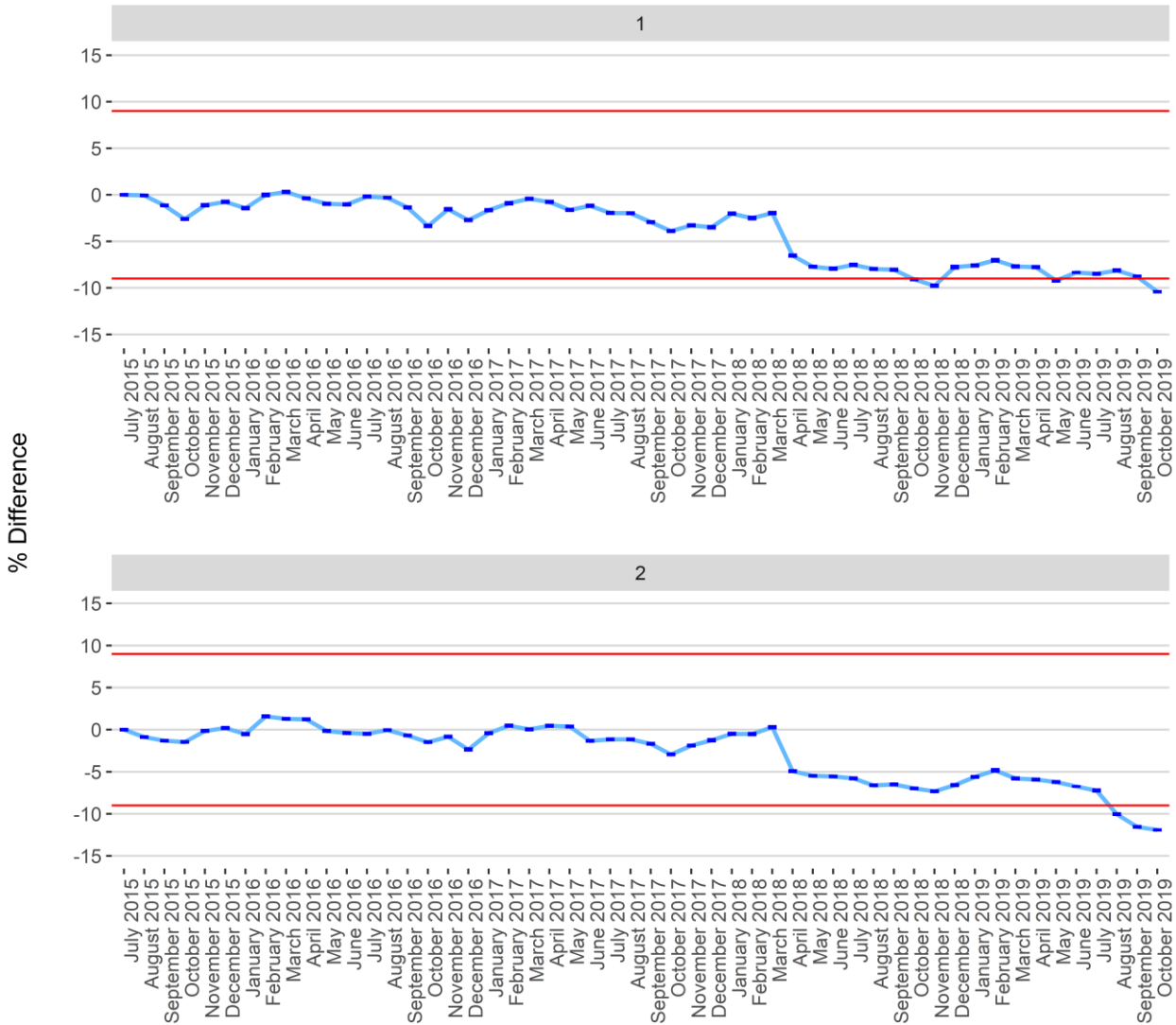


Figure 1 - Monthly Class 9 GVW Histogram



Months that have not passed QC parameters are not displayed

Figure 2 - Percent Difference of Front Axle Weight from  
Last Calibration (+/- 95% CI)



Months that have not passed QC parameters are not displayed

Figure 2 - Average Vehicle Volume  
vs. Day of the Week

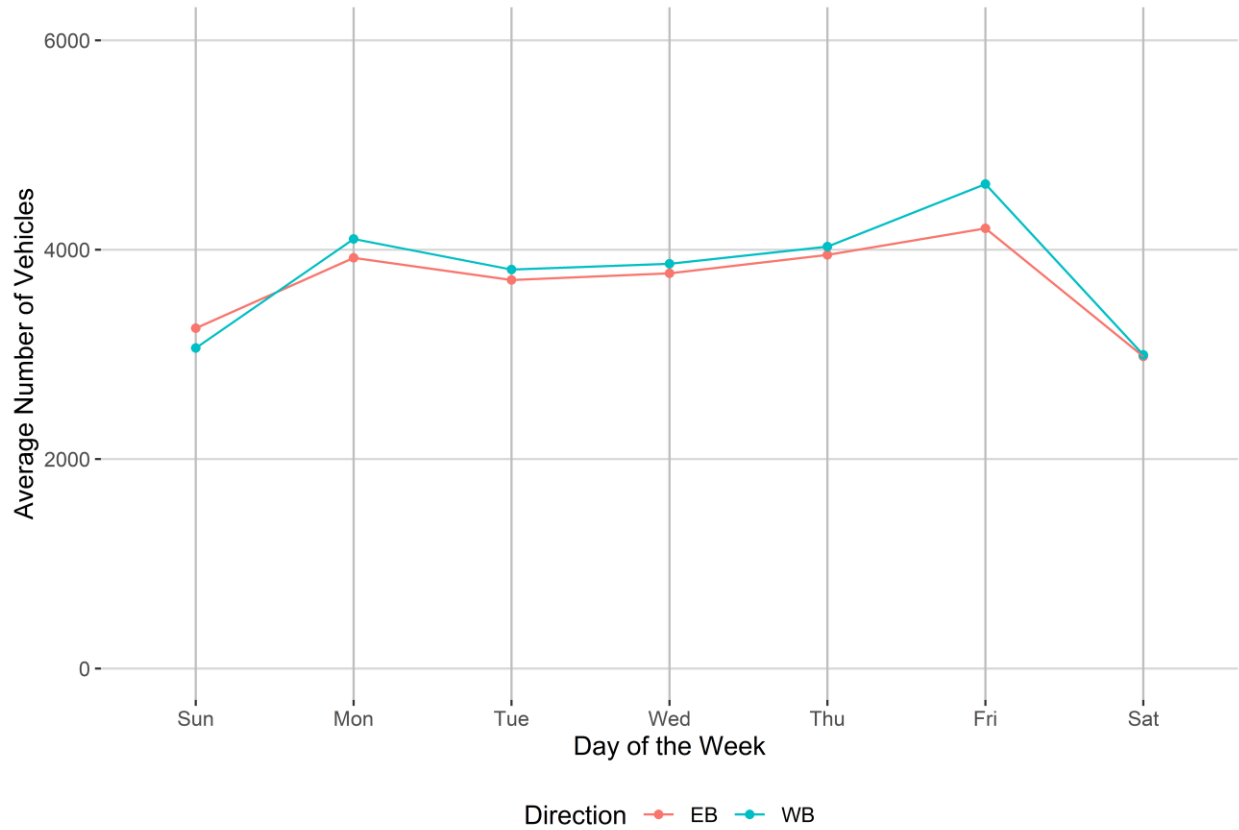


Figure 3 - Average Overweight Vehicle Volume  
vs. Day of the Week

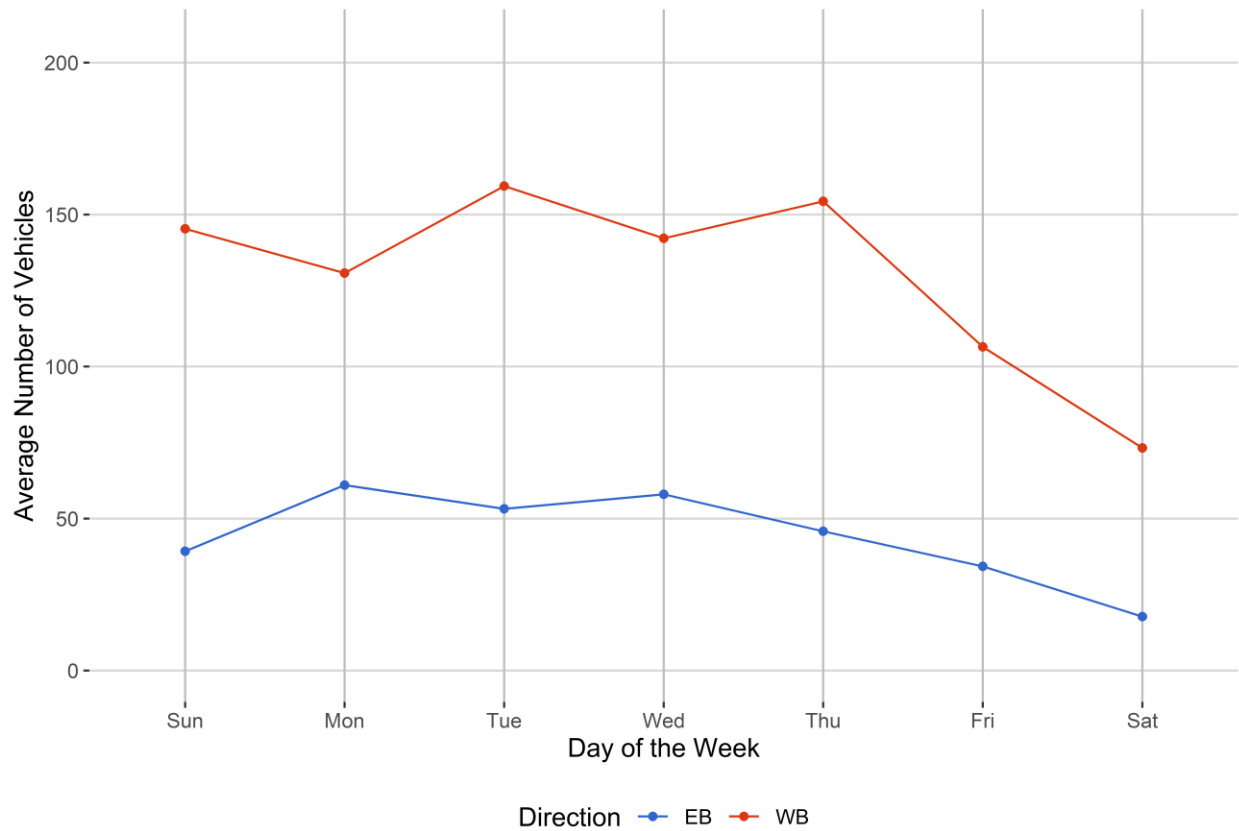


Figure 4 - Passenger Vehicles  
vs. Hour of the Day

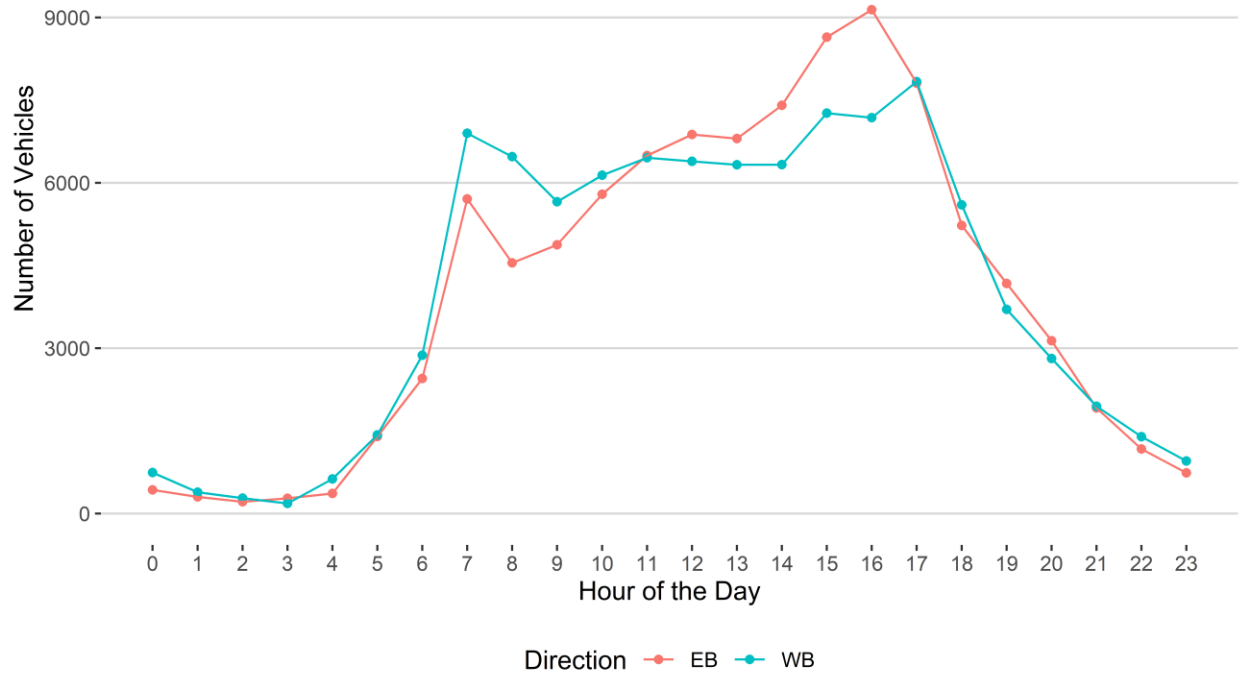


Figure 5 - Heavy Commercial Vehicles  
vs. Hour of the Day

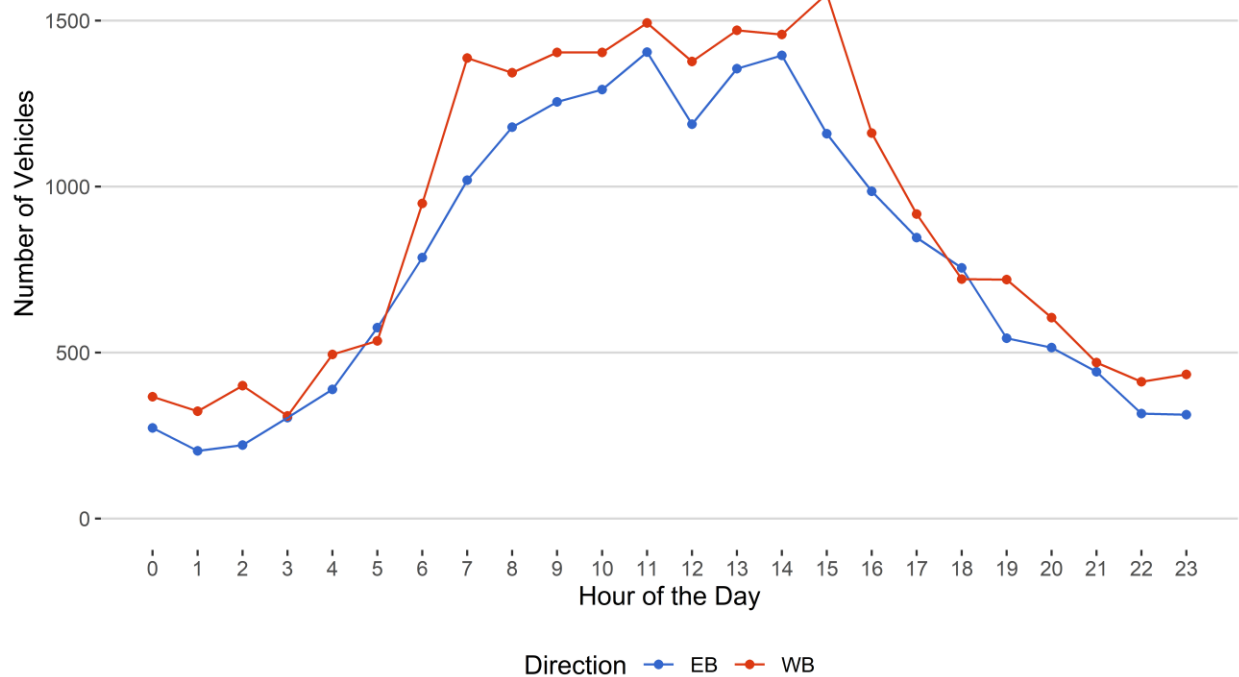




Figure 6 - Overweight Vehicles by Class  
vs. Hour of the Day

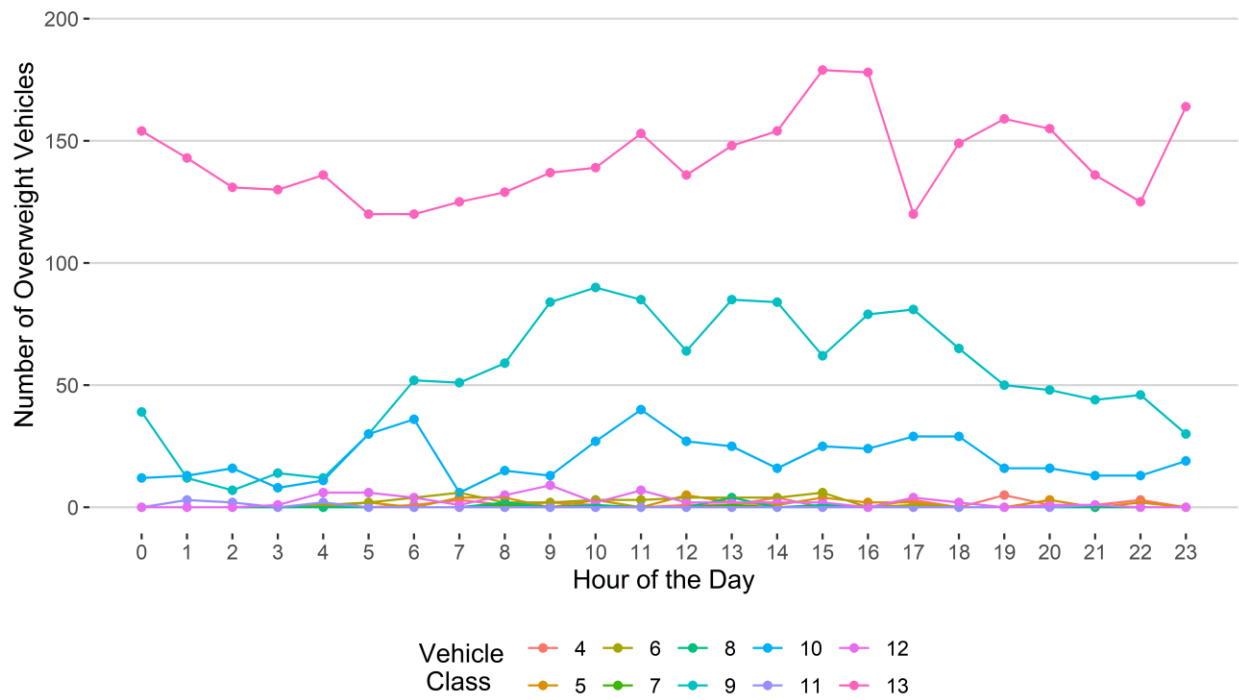


Figure 7 - Overweight Vehicles by Direction  
Hour of the Day

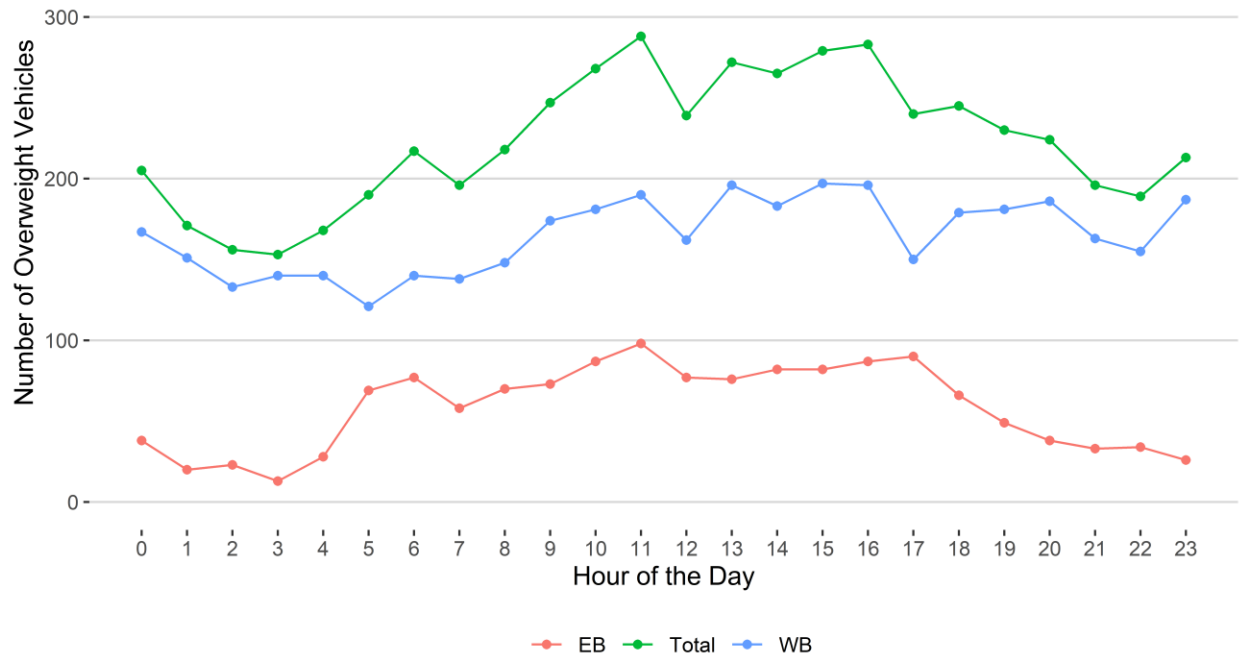
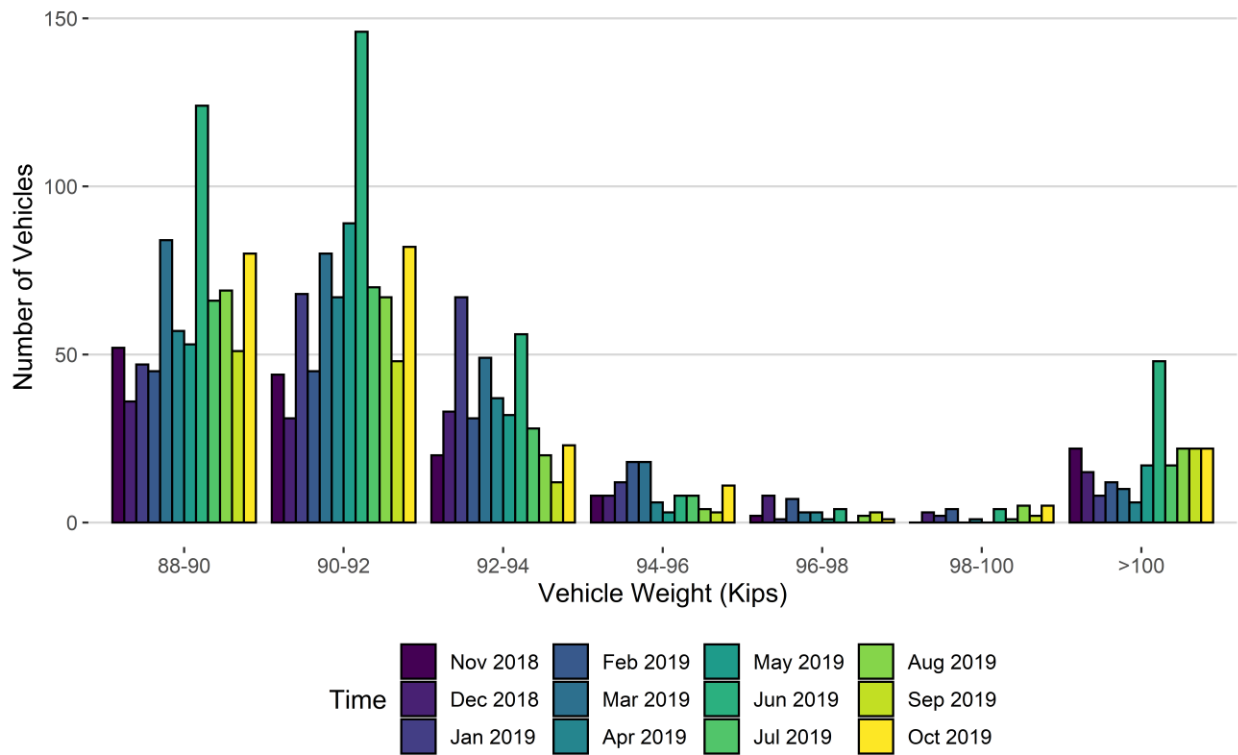
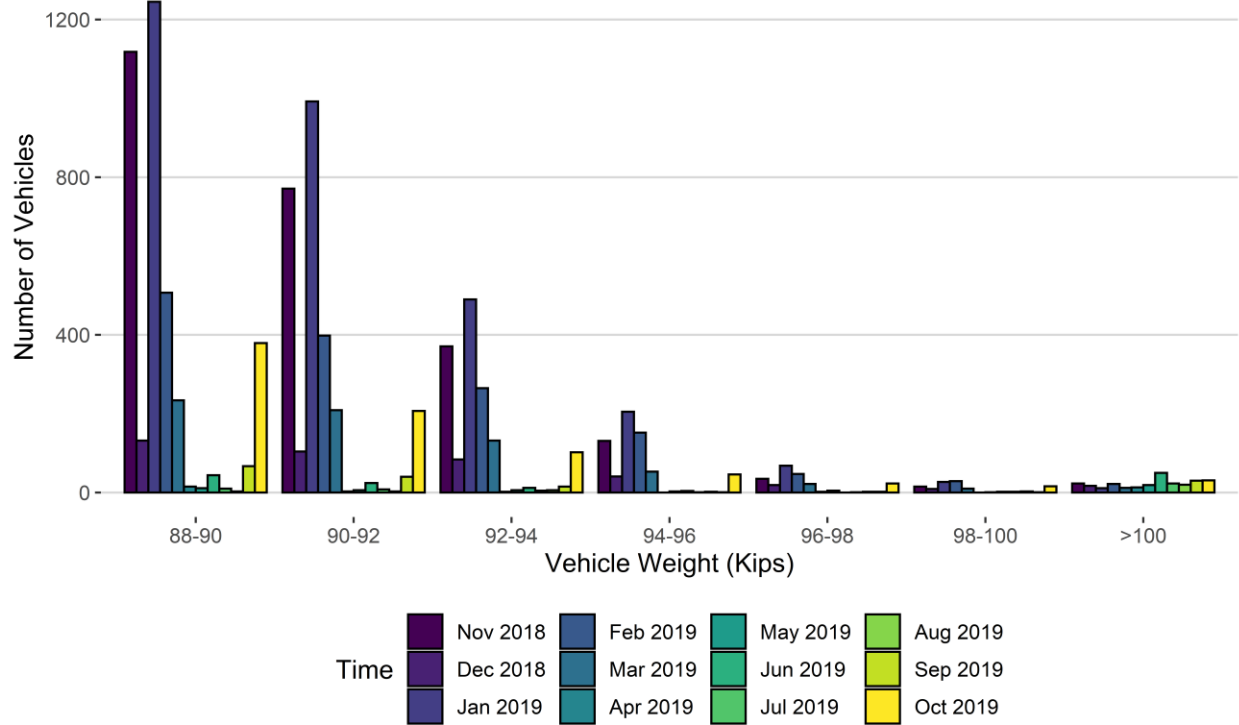


Figure 8 - Histogram of EB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019
88-90	52	36	47	45	84	57	53	124	66	69	51	80
90-92	44	31	68	45	80	67	89	146	70	67	48	82
92-94	20	33	67	31	49	37	32	56	28	20	12	23
94-96	8	8	12	18	18	6	3	8	8	4	3	11
96-98	2	8	1	7	3	3	1	4	0	2	3	1
98-100	0	3	2	4	0	1	0	4	1	5	2	5
>100	22	15	8	12	10	6	17	48	17	22	22	22
Total	148	134	205	162	244	177	195	390	190	189	141	224

Figure 8 - Histogram of WB Vehicles Over 88,000 Pounds for Current Month



Vehicle Weights (Kips)	Nov 2018	Dec 2018	Jan 2019	Feb 2019	Mar 2019	Apr 2019	May 2019	Jun 2019	Jul 2019	Aug 2019	Sep 2019	Oct 2019
88-90	1118	132	1245	507	234	15	11	44	10	3	67	379
90-92	771	104	992	398	209	3	6	24	8	3	40	207
92-94	371	84	490	265	132	2	6	12	5	6	15	102
94-96	131	41	205	152	53	0	3	4	1	2	1	46
96-98	35	19	68	47	22	2	5	0	1	2	2	23
98-100	15	9	27	29	10	0	1	2	2	3	1	16
>100	23	17	11	22	12	13	19	50	23	20	30	31
<b>Total</b>	<b>2464</b>	<b>406</b>	<b>3038</b>	<b>1420</b>	<b>672</b>	<b>35</b>	<b>51</b>	<b>136</b>	<b>50</b>	<b>39</b>	<b>156</b>	<b>804</b>

9

10



Diagram showing two boxes labeled EB and WB.





Figure 10 - Total Gross Vehicle Weight Percentage by Class and Lane

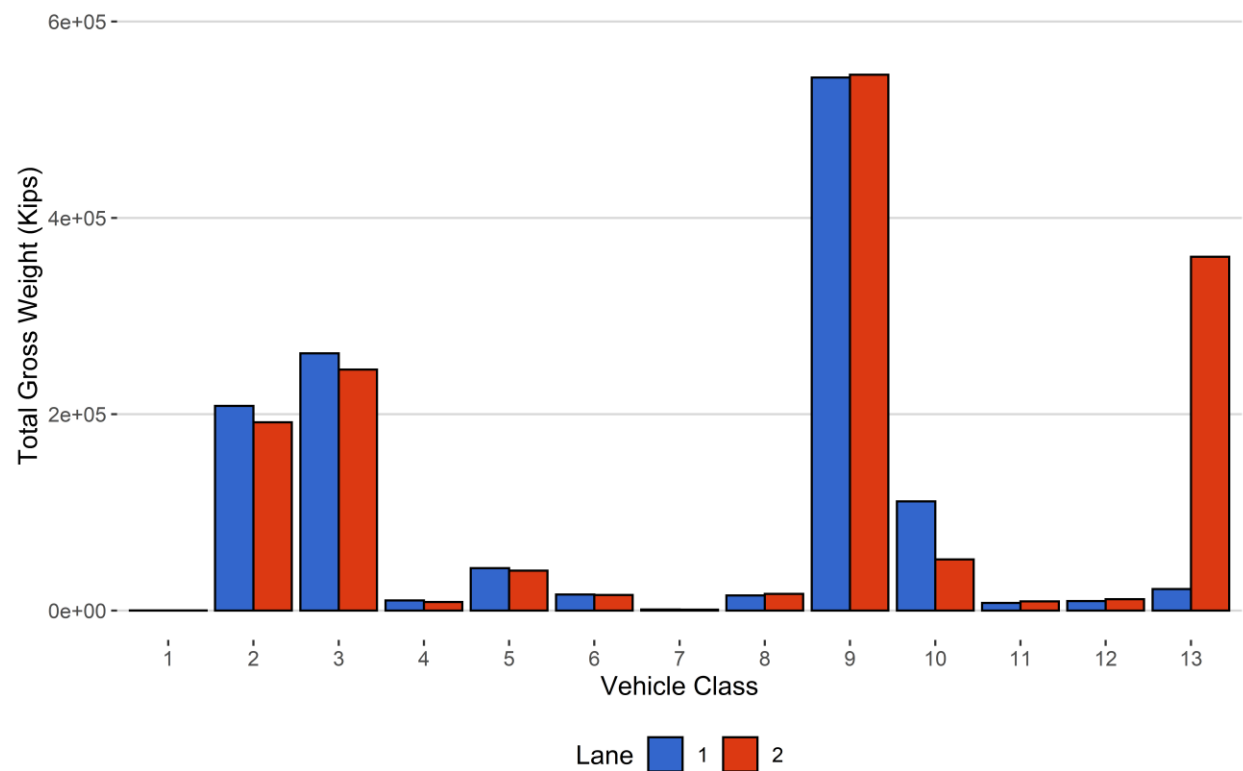


Figure 11 - Total Gross Vehicle Weight t

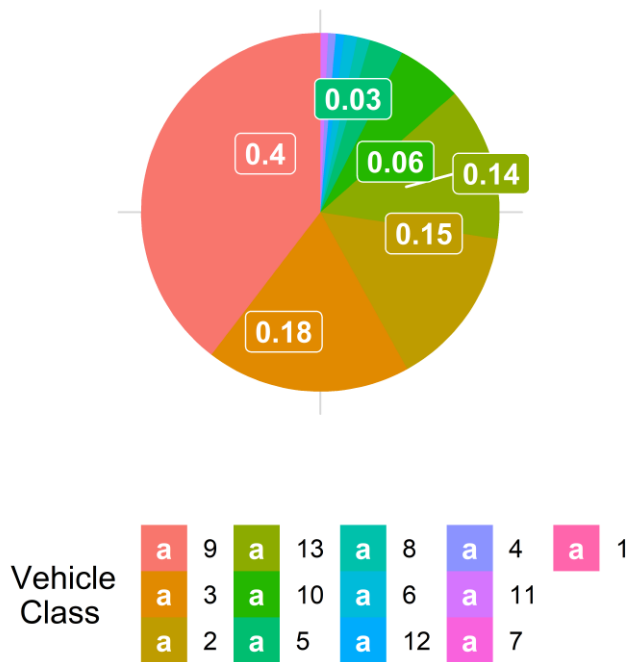


Figure 12 - Total ESALs by Class and Lane

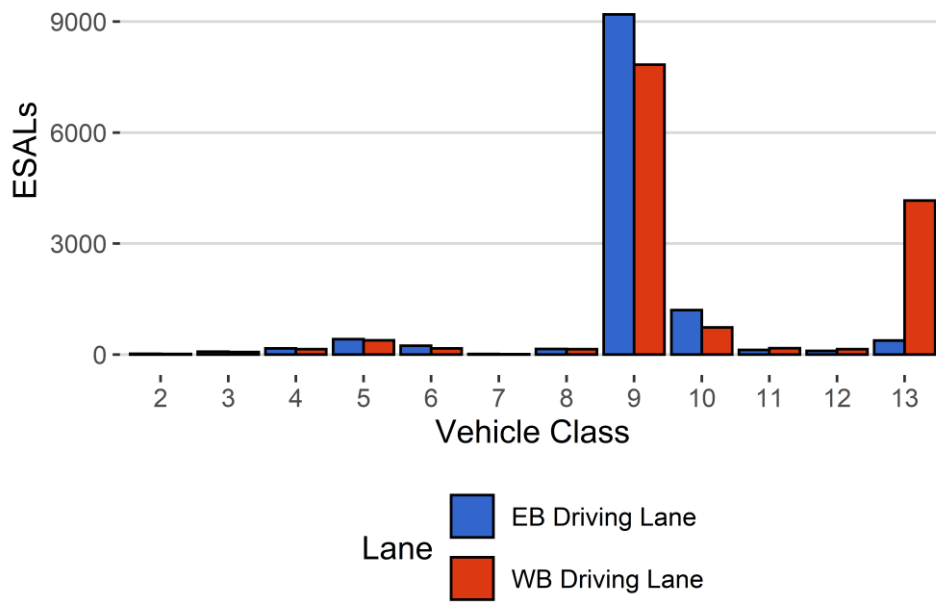
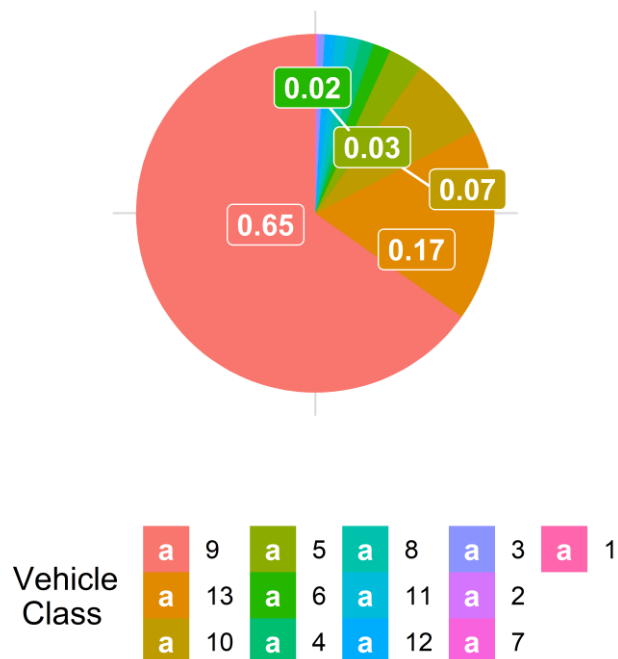


Figure 13 - ESALs by Class



**Table 1 Class 9 Front Axle Weight by Lane**

<i>Month</i>	<i>Lane 1 (Kips)</i>	<i>Front Axle +/- 9%</i>	<i>Lane 2 (Kips)</i>	<i>Front Axle +/- 9%</i>
July 2015	11.76	0.00	10.98	0.00
August 2015	11.75	-0.07	10.89	-0.88
September 2015	11.62	-1.13	10.84	-1.31
October 2015	11.45	-2.60	10.82	-1.46
November 2015	11.63	-1.12	10.97	-0.15
December 2015	11.67	-0.76	11.00	0.20
January 2016	11.59	-1.44	10.92	-0.53
February 2016	11.76	-0.01	11.16	1.58
March 2016	11.79	0.31	11.12	1.28
April 2016	11.71	-0.37	11.12	1.23
May 2016	11.64	-0.97	10.97	-0.15
June 2016	11.64	-1.04	10.94	-0.39
July 2016	11.74	-0.19	10.93	-0.49
August 2016	11.72	-0.31	10.98	-0.05
September 2016	11.60	-1.36	10.91	-0.69
October 2016	11.36	-3.35	10.82	-1.48
November 2016	11.58	-1.55	10.89	-0.83
December 2016	11.44	-2.72	10.72	-2.35
January 2017	11.56	-1.65	10.94	-0.41
February 2017	11.65	-0.91	11.03	0.47
March 2017	11.71	-0.43	10.99	0.03
April 2017	11.67	-0.77	11.03	0.46
May 2017	11.57	-1.63	11.02	0.37
June 2017	11.62	-1.18	10.84	-1.33
July 2017	11.53	-1.94	10.86	-1.15
August 2017	11.53	-1.98	10.86	-1.15
September 2017	11.41	-2.94	10.80	-1.68
October 2017	11.30	-3.90	10.66	-2.94
November 2017	11.37	-3.28	10.77	-1.89
December 2017	11.35	-3.49	10.84	-1.26
January 2018	11.52	-2.02	10.93	-0.49
February 2018	11.46	-2.50	10.93	-0.52
March 2018	11.53	-1.97	11.02	0.30
April 2018	10.99	-6.53	10.44	-4.92
May 2018	10.85	-7.73	10.38	-5.48
June 2018	10.82	-7.93	10.37	-5.55
July 2018	10.87	-7.53	10.35	-5.78
August 2018	10.82	-7.97	10.26	-6.62
September 2018	10.81	-8.05	10.27	-6.50

October 2018	10.69	-9.08	10.22	-6.98
November 2018	10.61	-9.77	10.18	-7.32
December 2018	10.84	-7.77	10.26	-6.58
January 2019	10.86	-7.59	10.37	-5.61
February 2019	10.93	-7.03	10.45	-4.83
March 2019	10.85	-7.70	10.35	-5.79
April 2019	10.84	-7.77	10.33	-5.92
May 2019	10.67	-9.22	10.30	-6.22
June 2019	10.78	-8.35	10.24	-6.74
July 2019	10.76	-8.49	10.19	-7.23
August 2019	10.80	-8.12	9.88	-10.04
September 2019	10.72	-8.79	9.71	-11.55
October 2019	10.53	-10.42	9.67	-11.91

**Table 2 Vehicle Classification Data**

<i>Vehicle Class</i>	<i>Monthly Average Daily Volume</i>	<i>Monthly Total Volume</i>	<i>Monthly Total Volume Percentage</i>	<i>Monthly Total Overweight Vehicles</i>	<i>Monthly Total Overweight Percentage</i>
1	1	20	0	0	0
2	2357	73054	44.5	0	0
3	2014	62427	38.1	0	0
4	14	443	0.3	27	0.5
5	138	4287	2.6	34	0.6
6	28	870	0.5	42	0.8
7	1	30	0	2	0
8	27	827	0.5	8	0.1
9	511	15844	9.7	1273	23.8
10	82	2538	1.5	479	9
11	8	237	0.1	8	0.1
12	8	248	0.2	57	1.1
13	104	3229	2	3420	63.9
<b>TOTAL</b>	<b>5292</b>	<b>164055</b>	<b>100</b>	<b>5350</b>	<b>100</b>



**Table 3 Top 10 Gross Vehicle Weight, Class 9 and 10**

<i>Date</i>	<i>Day of Week</i>	<i>Time</i>	<i>Vehicle Class</i>	<i>Direction</i>	<i>Lane</i>	<i>GVW (lbs)</i>
2019-10-15	Tuesday	10:44:25	9	WB	2	107.82
2019-10-05	Saturday	12:39:08	10	EB	1	106.09
2019-10-05	Saturday	12:39:08	10	EB	1	106.09
2019-10-23	Wednesday	15:04:18	10	WB	2	100.26
2019-10-30	Wednesday	01:16:24	10	WB	2	96.98
2019-10-21	Monday	07:31:07	10	WB	2	96.47
2019-10-23	Wednesday	13:35:23	10	EB	1	95.76
2019-10-21	Monday	06:06:44	10	EB	1	95.13
2019-10-28	Monday	14:56:04	10	EB	1	94.77
2019-10-23	Wednesday	04:30:00	10	WB	2	94.75

**Table 4 Freight Summary**

<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	EB	15	326	37	11.3	9848	488	2756
5	EB	8	3049	351	11.5	40656	2581	9536
6	EB	19	603	195	32.3	13114	3211	2681
7	EB	11.5	19	0	0	1046	0	414
8	EB	31	561	407	72.5	5801	9533	514
9	EB	33	10907	4444	40.7	418473	124597	102597
10	EB	33.5	2660	1952	73.4	51005	60158	13644
11	EB	36.5	164	43	26.2	6243	1411	913
12	EB	36.5	176	7	4	9369	235	1600
13	EB	31.5	250	8	3.2	21586	243	6981
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>18715</b>	<b>7444</b>	<b>****</b>	<b>577142</b>	<b>****</b>	<b>141637</b>
<i>Vehicle Class</i>	<i>Direction</i>	<i>Weight of Empty Vehicle (Kips)</i>	<i>Total Number of Vehicles</i>	<i>Number of Empty Vehicles</i>	<i>Percentage of Empty Vehicles</i>	<i>Total Weight of Vehicles with Freight (Kips)</i>	<i>Total Weight of Empty Vehicles (Kips)</i>	<i>Total Weight of Freight (Tons)</i>
4	WB	15	301	59	19.6	7961	747	2165
5	WB	8	3024	535	17.7	36824	3828	8456
6	WB	19	630	183	29	12929	2959	2218
7	WB	11.5	23	0	0	883	0	309
8	WB	31	611	436	71.4	6492	10496	533
9	WB	33	11538	4706	40.8	421329	124534	97936
10	WB	33.5	936	324	34.6	42845	9172	11171
11	WB	36.5	172	8	4.7	9132	216	1573
12	WB	36.5	175	4	2.3	11361	89	2560
13	WB	31.5	4325	0	0	360315	0	112039
<b>TOTAL</b>	<b>****</b>	<b>****</b>	<b>21735</b>	<b>6255</b>	<b>****</b>	<b>910069</b>	<b>****</b>	<b>238961</b>
<b>GRAND TOTAL</b>	<b>****</b>	<b>****</b>	<b>40450</b>	<b>13699</b>	<b>495</b>	<b>1487211</b>	<b>354497</b>	<b>380597</b>

**Table 5 Gross Vehicle Weight by Class and Lane**

<i>Vehicle Class</i>	<i>EB</i>	<i>WB</i>	<i>Total</i>	<i>Percentage</i>
1	25	16	41	0
2	208463	191737	400200	14.6
3	262088	245494	507582	18.5
4	10336	8708	19044	0.7
5	43237	40651	83888	3.1
6	16325	15888	32213	1.2
7	1046	883	1929	0.1
8	15334	16988	32322	1.2
9	543070	545863	1088933	39.6
10	111164	52017	163181	5.9
11	7654	9347	17001	0.6
12	9605	11450	21055	0.8
13	21829	360315	382143	13.9
<b>TOTAL</b>	<b>1250176</b>	<b>1499356</b>	<b>2749532</b>	<b>100</b>
<b>GVW/LANE</b>	<b>45.47</b>	<b>54.53</b>	<b>100</b>	<b>0</b>

**Table 6 ESALs by Class and Lane and Flexible ESAL Factors**

<i>Vehicle Class</i>	<i>EB</i>	<i>WB</i>	<i>Total</i>	<i>Percentage</i>	<i>Flexible ESAL Factor</i>
1	0	0	0	0	0.0333
2	24	19	43	0.2	8e-04
3	81	67	148	0.6	0.0034
4	170	145	315	1.2	1.01
5	416	388	804	3.1	0.27
6	241	171	412	1.6	0.67
7	16	10	27	0.1	1.24
8	155	148	303	1.2	0.52
9	9190	7835	17025	65.2	1.52
10	1205	737	1941	7.4	1.08
11	125	172	298	1.1	1.75
12	103	147	250	1	1.42
13	383	4161	4544	17.4	1.99
<b>TOTAL</b>	<b>12110</b>	<b>14000</b>	<b>26110</b>	<b>100</b>	<b>12</b>
<b>ESALS/LANE</b>	<b>46.4</b>	<b>53.6</b>	<b>100</b>	<b>-</b>	<b>-</b>

**Table 7 Site Summary: Volume and Vehicle Class**

<i>Month</i>	<i>Total Volume</i>	<i>Monthly ADT</i>	<i>Monthly HCADT</i>	<i>Passenger Vehicles</i>	<i>Passenger Vehicles %</i>	<i>Heavy Commercial Vehicles</i>	<i>Heavy Commercial Vehicles %</i>
Nov 2018	159326	5311	1002	129266	81.1	30060.4	18.9
Dec 2018	137277	4576	562	119844	87.3	17433.5	12.7
Jan 2019	136631	4407	857	110055	80.5	26575.5	19.5
Feb 2019	114260	4081	721	94070	82.3	20190.2	17.7
Mar 2019	138776	4477	648	118679	85.5	20096.7	14.5
Apr 2019	140330	4678	641	121113	86.3	19216.6	13.7
May 2019	162937	5174	679	141887	87.1	21050.5	12.9
Jun 2019	156866	5229	642	137597	87.7	19269.2	12.3
Jul 2019	159420	5102	597	140916	88.4	18504.3	11.6
Aug 2019	169242	5447	713	147124	86.9	22117.7	13.1
Sep 2019	152884	5138	780	129490	84.7	23393.9	15.3
Oct 2019	164055	5262	921	135502	82.6	28553.2	17.4
<b>TOTAL</b>	<b>1792004</b>	<b>-</b>	<b>-</b>	<b>1525543</b>	<b>-</b>	<b>266462</b>	<b>-</b>
<b>AVERAGE</b>	<b>149334</b>	<b>4907</b>	<b>730</b>	<b>127129</b>	<b>85</b>	<b>22205</b>	<b>15</b>

###ESALs

<i>Month</i>	<i>ESALS EB Driving Lane</i>	<i>ESALS WB Driving Lane</i>	<i>Total ESALS</i>	<i>Pavement Life Decrease Months</i>
Nov 2018	8223	12550	20773	3
Dec 2018	6326	6234	12560	2.5
Jan 2019	7551	12934	20486	3.3
Feb 2019	7266	8726	15992	3.6
Mar 2019	7505	7468	14973	2.2
Apr 2019	7081	5767	12848	0.6
May 2019	7030	6625	13655	0.7
Jun 2019	14609	11559	26168	1
Jul 2019	7391	4814	12205	1.8
Aug 2019	8503	6385	14889	2.2
Sep 2019	8209	6482	14690	0.9
Oct 2019	12116	14023	26139	1.7
<b>TOTAL</b>	<b>101811</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>8484</b>	<b>8631</b>	<b>17115</b>	<b>2</b>

###Gross Vehicle Weight

<i>Month</i>	<i>GVW EB Driving Lane</i>	<i>GVW WB Driving Lane</i>	<i>Total GVW Kips</i>
Nov 18	876238	1195186	2071423
Dec 18	663511	704078	1367589



Jan 19	748717	1130601	1879318
Feb 19	624281	797364	1421645
Mar 19	705802	775079	1480881
Apr 19	705844	678545	1384390
May 19	771941	774947	1546888
Jun 19	1512692	1451859	2964551
Jul 19	779280	638532	1417812
Aug 19	836256	809778	1646034
Sep 19	806828	821209	1628037
Oct 19	1250632	1500920	2751552
<b>TOTAL</b>	<b>10282024</b>	<b>11278098</b>	<b>21560122</b>
<b>AVERAGE</b>	<b>856835</b>	<b>939842</b>	<b>1796677</b>

### ###Overweight Vehicles

<i>Month</i>	<i>Total Number of Overweight Vehicles</i>	<i>Overweight / Total Volume</i>	<i>Overweight / Heavy Commercial Volume</i>	<i>Number Over 88,000 lbs</i>	<i>Number Over 98,000 lbs</i>
Nov 2018	6184	3.9	20.7	2613	60
Dec 2018	1711	1.2	9.6	540	44
Jan 2019	6767	5	25.7	3243	48
Feb 2019	4196	3.8	21.2	1582	67
Mar 2019	2644	1.9	13.3	916	32
Apr 2019	1066	0.8	5.6	213	20
May 2019	1059	0.7	5.1	246	37
Jun 2019	2304	0.7	6	528	106
Jul 2019	1055	0.7	5.9	240	43
Aug 2019	1367	0.8	6.2	229	51
Sep 2019	2137	1.4	9.2	297	55
Oct 2019	5352	2.3	13.2	1028	74
<b>TOTAL</b>	<b>35842</b>	<b>-</b>	<b>-</b>	<b>11675</b>	<b>637</b>
<b>AVERAGE</b>	<b>2986.8</b>	<b>1.9</b>	<b>11.8</b>	<b>972.9</b>	<b>53.1</b>

### ###Freight

<i>Month</i>	<i>EB Freight Tons</i>	<i>WB Freight Tons</i>	<i>Total Freight</i>	<i>EB Freight %</i>	<i>WB Freight %</i>
Nov 2018	93278	223361	316640	29.5	70.5
Dec 2018	71575	83742	155317	46.1	53.9
Jan 2019	81765	228122	309886	26.4	73.6
Feb 2019	80540	135572	216113	37.3	62.7
Mar 2019	86502	104160	190662	45.4	54.6
Apr 2019	86278	71227	157505	54.8	45.2

May 2019	85927	83228	169155	50.8	49.2
Jun 2019	176389	142159	318548	55.4	44.6
Jul 2019	89515	60126	149641	59.8	40.2
Aug 2019	100384	84516	184900	54.3	45.7
Sep 2019	98378	104905	203283	48.4	51.6
Oct 2019	141637	238961	380597	37.2	62.8
<b>TOTAL</b>	<b>1192168</b>	<b>1560079</b>	<b>2752247</b>	<b>-</b>	<b>-</b>
<b>AVERAGE</b>	<b>99347.3</b>	<b>130006.6</b>	<b>229353.9</b>	<b>45.4</b>	<b>54.6</b>